

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listing, of claims in the application:

Listing of Claims:

Please amend the section heading as follows:

~~Patent Claims~~ What is claimed is:

1. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire comprising a multi-ply carcass, which extends between two bead cores (8) having associated bead apexes (9), ~~a belt~~ an arrangement of belt plies provided between the carcass plies (1, 2, 3) and a tread ~~strip~~ strip and also rubber reinforcing plies (4, 5, 6) arranged in the side wall regions, which take on a supporting function with a deflated tire, wherein a first rubber reinforcing ply (4) is arranged radially inside a first carcass ply (1), a second rubber reinforcing ply (5) is arranged between the first carcass ply (1) and a second carcass ply (2), a third rubber reinforcing ply (6) is arranged between the second carcass ply (2) and a third carcass ply (3), and the three rubber plies (4, 5, 6) have a different height in the radial direction and different thicknesses over the height of the side wall; and wherein the radially inner end regions of ~~all three rubber plies (4, 5, 6)~~ the first rubber reinforcing ply and the second rubber reinforcing ply are disposed on the axially inner side of the bead apex (9), and the ends (11) of the radially innermost, first, carcass ply (1) are led around the respective bead core (8) and are overlappingly connected to the respective end (12) of the outer, third, carcass ply (3), and the middle carcass ply (2) terminates axially inside the bead apex (9) adjacent to the respective bead core (8), the tire characterized in that the three rubber reinforcing plies (4, 5, 6) extend, starting from

the bead apex region with mutually displaced ends up to and beneath the edge region of ~~the belt ply (10)~~ the belt arrangement; and the tire further characterized in that all rubber reinforcing plies (4, 5, 6) and also the bead apex (9) consist of the same rubber mixture whose complex modulus of elasticity (E^*) of the rubber reinforcing plies (4, 5, 6) and also of the bead apex (9) is the same as or greater than 9 MPa when measured at 70°C and the $\tan \delta$ is the same as or smaller than 0.03, and indeed measured by means of "EPLEXOR": 10 Hz, 10% prestress and 1% DSA (double strain amplitude) and the $\tan \delta$ is the same as or smaller than 0.03, measured at 70°C, 10 Hz, 10% prestress and 1% double strain amplitude (DSA).

2. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1, characterized in that all three rubber reinforcing plies (4, 5, 6) have a different thickness over their height and the middle rubber reinforcing ply (5) has a lesser thickness over an at least predominate part of the side wall height in comparison to the inner and outer rubber reinforcing plies (4, 6).

3. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1 ~~one of the preceding claims~~, characterized in that the tread side ends of the rubber reinforcing plies (4, 5, 6) terminate with an increasing distance from the central plane (13) of the tire, starting from the radially innermost ply (4).

4. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1 ~~one of the preceding claims~~, characterized in that the radially inner end of the radially outer rubber reinforcing ply (6) contacts the inner side of the bead apex (9).

5. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1 ~~one of the preceding claims~~, characterized in that radially inner end of the outer rubber reinforcing ply (6) is simultaneously formed as [[a]] the bead apex.

6. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1 ~~one of the preceding claims~~, characterized in that all rubber reinforcing plies (4, 5, 6) are made so that they taper to a tip at their free ends in the cross-section.

7. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1 ~~one of the preceding claims~~, characterized in that the ~~central~~ middle carcass ply (2) is connected in a region lying above the bead core to the radially inner carcass ply (1).

8. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1 ~~one of the preceding claims~~, characterized in that the carcass plies (1, 2, 3) consist of rayon.

9. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1 ~~one of the preceding claims~~, characterized in that the belt plies (10) consist of ~~Kevlar~~ aromatic polyamide or steel.

10. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 9, characterized in that the belt is stiffened by additional rubber between the belt plies.

11. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1, characterized in that the hardness IRHD of the rubber reinforcing plies ~~(4, 5, 6)~~ and also of the bead apex ~~(9)~~ are the same as or greater than 80 when measured at room temperature, ~~with the measurement taking place in accordance with DIN 53915 and~~ with small samples taken from the tire being measured.

12. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1, characterized in that at least the rubber reinforcing plies ~~(4, 5, 6)~~ consist of a rubber mixture which is composed of a polymer mix of ~~NR/IR and BR~~ natural rubber (NR)/isoprene rubber (IR) and butadiene rubber (BR) with at least 50 parts NR/IR, a carbon black content of 50 to 60 parts, 5 to 8 parts zinc oxide, 2 parts stearic acid, 1.5 parts aging protection agent, and also at least 1 part of vulcanization accelerator and sulfur, ~~with the sulfur proportion preferably including 4 or 5 parts and with rapidly injectable FEF carbon black preferably being used as carbon black~~ all parts being parts by weight.

13. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1 ~~one of the preceding claims~~, characterized in that the rubber reinforcing plies ~~(4, 5, 6)~~ having a continuously changing thickness, have in total their greatest thickness in the region ~~[[of]]~~ between the half side wall height~~[[,]]~~ and ~~also in~~ the upper third of the side wall height.

14. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1 ~~one of the preceding claims~~, characterized in that, when measured at approximately two thirds of the side wall height and at the half side wall height, the thickness of the inner rubber reinforcing ply ~~(4)~~ amounts to 3.0

mm and 3.2 mm respectively, the thickness of the middle rubber reinforcing ply (5) amounts to 2.8 and 2.9 mm respectively, and the thickness of the outer rubber reinforcing ply (6) amounts to 2.9 and 3.3 mm respectively, with a tolerance of ± 0.5 mm applying to all measured values.

15. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 5 ~~one of the preceding claims~~, characterized in that, when measured in the region of maximum bead thickness (side wall height W), the thickness of the inner rubber reinforcing ply (4) amounts to approximately 2.5 mm, the thickness of the central rubber reinforcing ply (5) amounts to approximately 1.9 mm and the thickness of the outer rubber reinforcing ply (6) amounts to approximately 6.9 mm, with a tolerance of ± 0.5 mm applying to all measured values.

16. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1 ~~one of the preceding claims~~, characterized in that, when related to the axially outer edge of the ~~breaker (10)~~ belt arrangement, the belt side end of the inner rubber reinforcing ply (4) is spaced by ~~approximately~~ 33 mm, the belt side end of the middle rubber reinforcing ply (5) is spaced by ~~approximately~~ 22 mm and the belt side end of the outer rubber reinforcing ply (6) is spaced by ~~approximately~~ 15 mm, with a tolerance of ± 2.5 mm applying to these measured values.

17. (Currently Amended) ~~Pneumatic vehicle tires~~ A pneumatic vehicle tire in accordance with claim 1 ~~one of the preceding claims~~, characterized in that the crown thickness (A2) measured at the center of the tire is 17.5 ± 0.8 mm and the tire thickness (C2) measured in the transition region of the shoulder and in the region of the ends of the rubber reinforcing plies (4, 5, 6) amounts to 18.5 ± 1.0 mm.

Manfred GERRESHEIM et al.
Filed Herewith
PRELIMINARY AMENDMENT

18. (New) A pneumatic vehicle tire in accordance with claim 1 wherein the bead apex is formed distinctly from the third rubber reinforcing ply, and the radially inner end region of the third rubber reinforcing ply is disposed on the axial inner side of the bead apex.